

90 years and counting!!

DSCC installation celebrates 9 decades of continued logistics support to warfighters

The Defense Supply Center Columbus installation is entering its 10th decade of providing support to America's military services and our nation's defense.

As of May 4, 2008, what was originally called the Columbus Quartermaster Reserve Depot when it was dedicated May 4, 1918, has been located on the east side of Columbus for 90 years.

This special issue of the *Columbus Federal Voice* celebrates the history of this installation and what it has stood for during its nine decades of existence. Following is a historical retrospective and photos of the installation compiled by DSCC historian Tony D'Elia:

The Beginning

The Defense Supply Center Columbus installation has a rich tradition of service in support of the U.S. Armed Forces. The Army established the installation in 1918 to support the heavy demands of World War I.

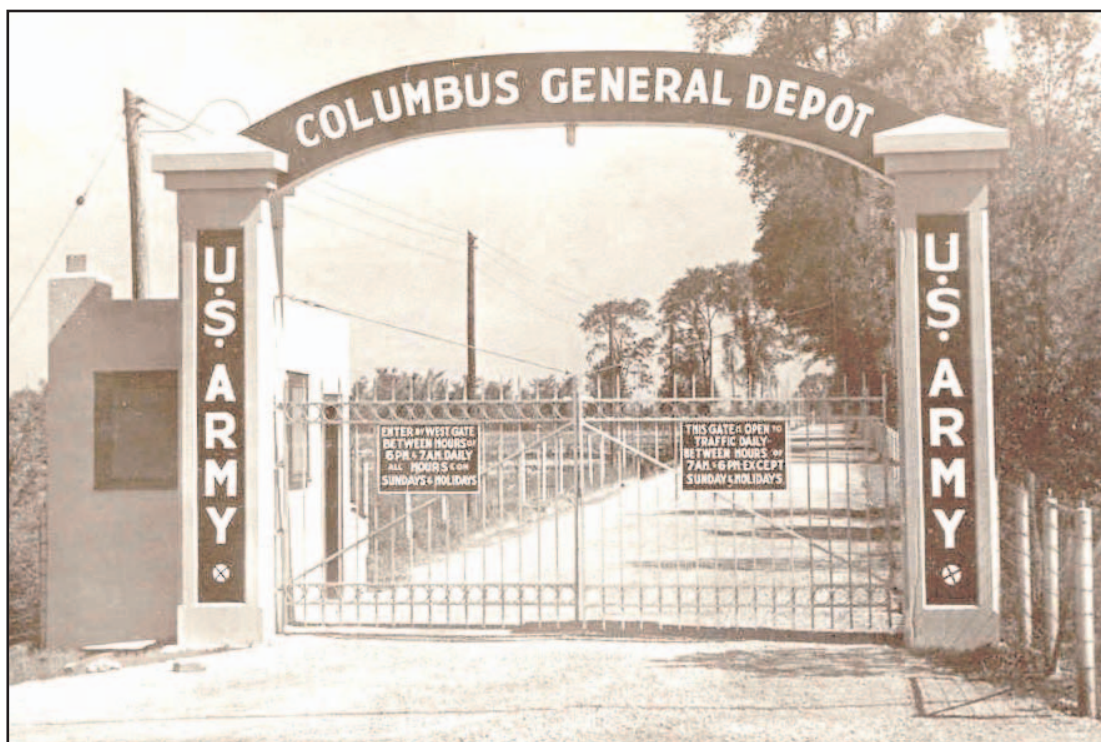
At the time, the site that is now DSCC was a considerable distance east of the city of Columbus, Ohio. The "out in the country" loca-

tion was a combination of large areas of swampland interspersed with tillable farmland. Location was one of the site's major assets for the Army. Geographically, Ohio's capital city was within a 500-mile radius of most of the nation's manufacturing centers where military supplies and equipment were produced. It was also several hundreds of miles from a foreign border or coast.

In the early 1900s, Columbus boasted one of the greatest concentrations of rail, and highway, thus having the potential of reducing shipping times to a minimum. Not only did Columbus afford immediate access to major transportation systems, including its three important rail lines, but the city's moderate climate and high quality labor market made it even more advantageous to a logistics mission. Lobbying for the Columbus site in Washington, D.C., was Army Lt. Col. O. Albert Miller, manager of the Central Ohio Paper Co.

The city itself had become a major Midwestern rail hub and a military center during the Civil War and in the early 1900s. During the

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Like most everything else on the Defense Supply Center Columbus installation, the main entrance gate on East Broad Street has changed dramatically through the years. The photo above shows the entrance in the late 1930s, about 20 years after the installation was originally dedicated. The photo below shows the entrance to the Broad Street gate as it appears today.



(DSCC photo by Chuck Morris)

FROM THE COMMANDER

It's important to recognize installation's historic milestone

As we celebrate the 90th birthday of the installation now called Defense Supply Center Columbus, it is a time to look back on nine decades of supporting America's warfighters and a time to look forward to many more decades of warfighter support in the future.

Those who serve here, those who have served here, and all of Columbus and central Ohio can be proud of this installation and what it stood for during the past 90 years. This installation has a long and rich history in support of this great nation. While it has had 14 different names through the years, the basic mission has always remained the same - to support the nation's war fighters - to support our troops.

Since its dedication as



Army Brig. Gen.
Patricia McQuiston

the Columbus Quartermaster Reserve Depot on May 4, 1918, this installation has seen many significant changes and milestones and has seen tens of thousands of workers pass through its gates.

Its initial mission was to serve as a supply depot that handled war supplies for American troops fighting in World War I. Today,

this installation houses more than 20 separate Department of Defense agencies, all with different functions, but all with the same primary mission of supporting American troops and our nation's defense.

From the initial purchase of 281 acres of land in April 1918 to its expansion to 576 acres in December 1942, and through two world wars, Korea, Vietnam, the Cold War, the Persian Gulf War and today in Afghanistan, Iraq and throughout the world, this installation has been called upon to serve in a multitude of ways. This has included the storage of any manner of equipment, the rebuilding of equipment, training, housing 500 German prisoners of war, helping return our fallen heroes and, most recently, state-of-the-art integrated logis-

tics management.

Today, DSCC manages 2.3 million different items used by the Army, Navy, Air Force, Marine Corps and Coast Guard, foreign allies and various civil agencies. The future looks bright, as well, with new missions coming onto the installation. The Ohio National Guard recently dedicated a new maintenance facility and has big plans for expansion on land that was the site of those first storage warehouses built during World War I.

It is an honor to be serving as commanding general of Defense Supply Center Columbus at this important milestone. This special issue of *the Columbus Federal Voice* celebrates the history of the DSCC installation and the many changes that have occurred, and are continu-

ing to occur, here.

I believe it is very appropriate that we pause to recognize the historical significance of what has been accomplished through the years on this one-square-mile installation. We must also recognize and express our appreciation to the thousands of past and present central Ohioans who have significantly contributed to the defense of our nation.

After 90 years, our mission remains the same - to provide the very best possible logistics support to our Soldiers, Sailors, Airmen, Marines and Coast Guardsmen so they have everything they need to successfully accomplish their missions, around the clock, around the world.

Happy birthday, DSCC, and best wishes for many more to come!!!

DEFENSE SUPPLY CENTER COLUMBUS 1918-2008

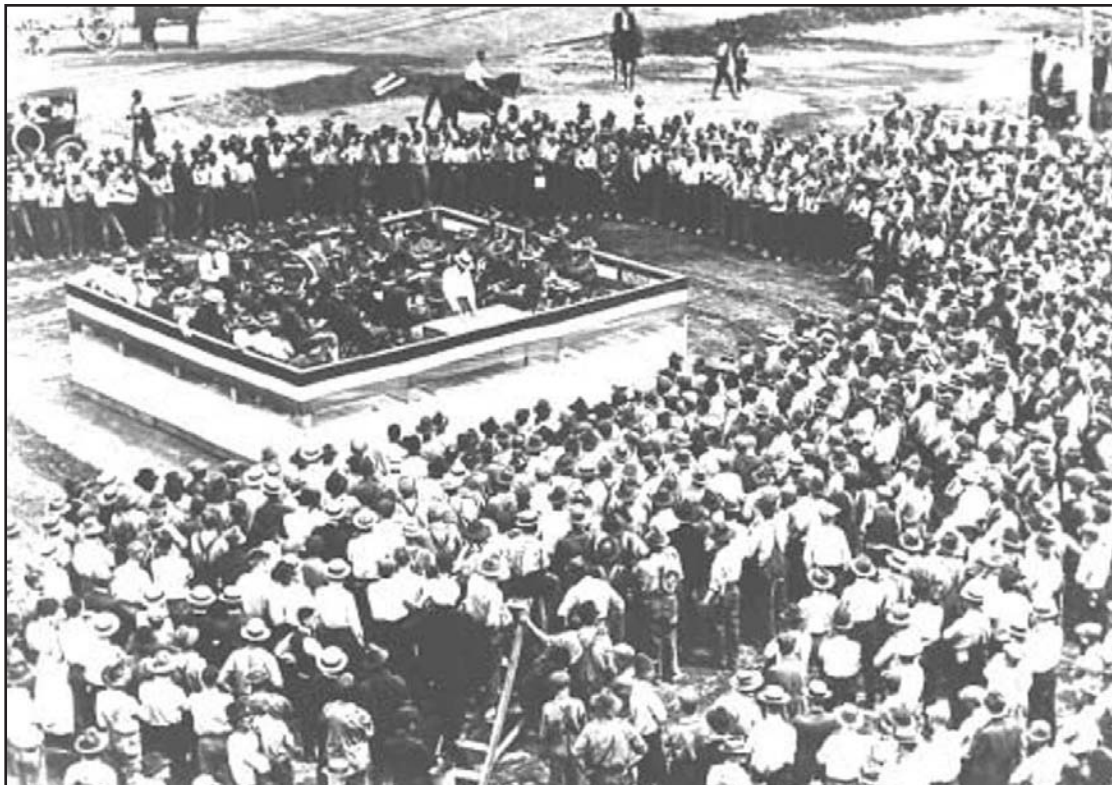
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Mexican Border conflicts in 1916, the Columbus Barracks, established in 1905, was one of the Jeffersonville (Ind.) Depot's five posts that supplied Army operations.

World War I

By early 1918, production for America's World War I effort had reached a critical point. Suddenly there were 28 different types of Army Quartermaster units in existence and specialized troops units had to be deployed for the first time. Moving men, equipment and supplies produced by thousands of American factories to Europe jammed the transportation lines to ports of embarkation. Additional installations were needed and money was appropriated in April 1918 to purchase 281 acres of land that would become what is now known as DSCC. That infant Army installation was destined to become part of a complex and extensive depot system developed to handle millions of tons of supplies for 4 million troops.

After the May 4, 1918, dedication ceremony, construction moved at a feverish pace under construction quartermaster Army Maj. T. Frank Quilty. At that same time, four officers and 52 enlisted men of Com-



The Columbus Quartermaster Reserve Depot was officially dedicated May 4, 1918, in a ceremony attended by dignitaries and workers on the job site.

pany C, 106th Supply Train, commandeered 52 two-ton trucks and were sent to Columbus from Buffalo, N.Y., to assist the construction effort. Along with the trucks came a promise of 60 horses to be sent to the construction site.

In a few short months, six warehouses were completed and were receiving materiel by December 1918. In the first 155 days, there were eight warehouses in all providing a total of more than 1.5 million square foot of storage space.

lations of its type in the world to support the Quartermaster Corps' demanding mission.

After the war, the installation was designated by the War Department as one of four U. S. Reserve Mili-

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The construction cost of the facility located on James Pike south of the Pennsylvania Railway tracks and east of Ralston Steel Car Co. was \$5.5 million. Prime contractor was the Hunkin-Conkey Construction Co., which was assisted by the Construction Division of the U. S. Army.

The depot handled mainly subsistence throughout WWI, with about 100 rail cars entering the facility each day.

In the years to follow, the facility would develop into one of the largest and busiest instal-

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tary Depots and the civilian workforce dropped to 400 to meet the mission. After WWI, the Depot was busy for six years receiving returned war goods, storing them for future use and or disposing of them through salvage or civilian sale.

Post WWI

During the 1920s, the Depot was retained as one of the United States' four reserve military depots, with its mission changed to the reconditioning of war materiel for resale.

But, in early 1927, the Depot was called upon to participate in the Quartermaster's largest single operation since WWI. During the Mississippi Valley floods in April 1927, the Depot shipped relief supplies to the seven-state area affected by the flooding.

In 1930, the installation was renamed the Columbus General Depot and shortly after it became the District Headquarters for the Civilian Conservation Corps for Ohio and West Virginia, and by 1933 the Depot's role was expanded to being the central supply point for Ohio, West Virginia, Kentucky and Indiana. The CCC, as it was known, was President Franklin Roosevelt's project to help solve unemployment and to implement conservation projects. Eligible were single unemployed males ages 17 to 23.

There were more young men in the CCC, some 300,000, than were in the standing Army at the time, and before being disbanded

in 1942, over 6 million young men had served in its ranks. The Army's small but expandable Quartermasters Corps used the CCC experience to prepare itself for a future challenge - World War II.

World War II

In 1940, new warehouses were built as the rest of the world became embroiled in another world war. At this time at the Columbus General Depot, the Medical Supply Section began its operations with 10 employees. The gigantic problem of receipt, storage and issue of hundreds of thousands of items required by modern armies would assume its full magnitude during the more than four years of global warfare.

In August 1942, the Quartermaster General of the Army assumed responsibility of the General Depot Branch, Service of Supply, and the Depot became known officially as the Columbus Quartermaster Depot. It was jointly occupied by seven Technical Services (Ordnance Department, Quartermasters, Signal Corps, Transportation, Medical Department Corps of Engineers and Chemical Warfare).

Even before Pearl Harbor, the Columbus General Depot had begun to play a key role in the Army's supply system. In December 1942, the government purchased an additional 295 acres, expanding the depot to 576 acres. Storage space grew to almost 13.5 million square feet in 41 warehouses.

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A World War II employee (left) poses inside a tire vulcanization chamber at the Depot. Identification badges (above) show the name changes over the years of 1943 to '47. Pictured below is the interior of the first quarters for the commanding officer of the Columbus Quartermaster Reserve Depot. A portrait of President Woodrow Wilson hangs on the wall above the fireplace.



ADDRESS CORRESPONDENCE TO:

Editor, Columbus Federal Voice

DSCC-DOEB P.O. Box 3990

Columbus, OH 43218-3990

Phone: 614-692-2328 Fax: 614-693-1563

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Brigadier General Patricia E. McQuiston, USA, DSCC Commander

Public Affairs Team:

Dan Bender
Tony D'Elia

Debra B. Perry, Public Affairs Officer

John Foreman
Leah Hout
Christina K. Long
Judi Obrig

Photographers: David Benzing
Chuck Moffett

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es, 64 supplementary structures, and open storage areas. Thirty-one structures were built during WWII. Meanwhile, the Depot had grown to become the second leading employer in Franklin County.

In March 1943, the Columbus Quartermaster Depot was renamed by the War Department. It was now the Columbus Army Service Forces Depot because of the fact that five branches of the Army Service Forces carried on operations at the installation. The Columbus installation became the largest joint military supply installation in the world. It employed more than 10,000 civilians (The installation population had grown 50 times since 1936) and played a large part in the overall war

effort. Supplies from the Depot were off-loaded at such widely separated points as Okinawa in the Pacific and Omaha Beach in Normandy. After V-E and V-J days, military cutbacks were inevitable, but an uncertain world dictated that supply operations stay at a fairly high level.

At that time, the installation received two commendations from the War Department. One was from the Office of the Chief of Engineers to the Engineer Supply Officer commending the Depot's supply efforts for Task Force. The other, dated Jan. 16, 1943, was from the Engineer Field Maintenance Office commending the Engineer Supply Officer for the officers and civilian employees of the Spare Parts Branch in meeting the emergency

The Depot's World War II record

- Preparation and shipment of a third of a billion pounds of Engineer supplies between Pearl Harbor and V-J Day.
- 533 million pounds of Engineer spare parts shipped since September 1943.
- Allied prisoner of war medical aid packages was shipped
- Communications zone-type hospitals and civilian aid supplies assembled.
- 55,306 tons of guns, ammunition and other ordnance supplies shipped during February 1944 as the Allies routed Nazis in North Africa and the Japanese in the Solomon Islands.
- 5,000 rail car loads entered and left the Depot each month early 1942 until V-J Day (end to end the cars would be 1,000 miles long).
- Veterinarians inspected almost a billion pounds of meat and dairy products in three and a half years.
- 6.1 million line items from tiny bolts

to huge bridge sections were shipped by the Engineers since September 1943.

- 26,326 vehicles and jeeps were shipped by the Ordnance Supply Section.
- 57,244 automotive units were protected from the elements by Ordnance employees
- 540 million meals were served from rations sent overseas by the Quartermaster Supply Section in a single six-month period.
- The Chemical Warfare plant at the depot produced impregnated clothing to protect soldiers from vesicant gasses.
- Teaching enlisted men to drive amphibian vehicles was one of thousands of training activities conducted for civilian and military personnel.
- Ordnance Repair shops for tire repair on conservation were assembled and tested at the Depot.

demand by shipping 260,000 pounds of spare

parts during Jan. 4-5, 1943.

Other innovations were: Broad Street bus service with a stop at James Road and five stops on the installation (buses ran every eight minutes. Fares were 10 cents with transfers costing 5 cents); new bachelor's quarters for 32 officers opened in November 1942 near the residential area; four women joined the ranks of 150 drivers in the Motor Maintenance Section; and a complete photography laboratory capable of turning out finished work was established in early 1943; four WAMPS (members of the Women's Auxiliary Military Police) were added to internal security. Dressed in dark blue uniforms, the women were armed with .45-caliber pistols.

Meanwhile the Depot's production was also on the rise. In January 1943, 5,500 rail cars were processed, but during that same month in 1942, only 1,450 were processed.

Workforce increases

Said *The Log of Columbus*, in its May 25, 1943, issue "The gigantic task in which all of us are now engaged to bring freedom again to the nations of the world has been aptly called a war of supply. Never before has so

much depended on keeping the tools of war moving to the fighting fronts. This Depot is one of the most important links in the chain of supply."

In the last few years, the Depot became the largest Army installation of its kind from the point of tonnage handled. Personnel had more than doubled and the number of female employees had increased from less than 10 percent of the workforce to more than 33 percent. In one recruiting effort Oct. 13-22, 1943, 225 additional war workers were put on the Depot payroll during an extensive recruiting drive held in the "Ice-land Hut," erected at Broad and High streets in downtown Columbus. Land area had increased as well since swampland on the eastern part was conditioned to carry heavy storage outside, and for securing the new administration building, dispensary and cafeteria.

German POWs housed on installation

About 400 German prisoners of war, ranging from age 22 to 52, arrived Jan. 22, 1945, to be held on the installation. Guarded by a staff of 58 men, mostly former military, the POWs did work compatible with the Geneva Convention rules

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Early construction was done at a frenetic pace as six long warehouses were built in less than six months.



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and were actually paid 84 cents per day. The prisoners were here 11 months with the last 170 leaving Jan 14, 1946, for Camp Perry, Ohio, on their way home to Germany.

The Log of Columbus, the installation's newspaper, reminded employees to clean up after themselves, because "Prisoners of War cannot continue their Saturday cleanup much longer for soon they will be cleaning up the rubble of Germany."

After WWII

Segregation of supplies returned from theaters of operation became an increasingly important maintenance function at the Depot after the end of the war. Supplies, even of other services, were returned to the Depot and the Engineer equipment items were restored to usable condition in the Maintenance Shop.

On Aug. 20, 1945, Depot operations were reduced to 44 hours per week from the 48 hours employees had been working since Pearl Harbor. More than 1,500 former Depot workers are estimated to be in the armed services at this time.

With the close of WWII, the future of the Depot still looked bright. Lt. Gen. B. B. Somervell, commanding general of the Army Service Forces, said that there are "definite, extensive plans" to continue ASF depots after

Worker reactions to D-Day

Taken from The Log of Columbus

Do you remember where you were and what you were doing when you learned of the June 5, 1944 - D-Day?

George Hanna, Warehouse 1, Sec. 1, "I learned the news from the newsboys and the fellow I ride to work with told me the details.. I think it's swell."

G. M. Conine, Warehouse 1, Sec. 1 "I got the first news from the newspaper extra. I don't think much of it. I hate to see the boys who will lose their lives, but I suppose it has to be."

Milton Armentrout, Motor Maintenance, "I heard it over the radio early this morning. It had to be."

Carrie Counts, Chemical Warfare, "My first news of the invasion came when I turned on the radio this morning. It sounds pretty good."

Frank Joergler, Warehouse 1, awoke to the shouts of the newsboys. "It is a terrible thing and it's going to be hard on the folks who have relatives over there."

Rozena Collins, Warehouse 1, Sec. 3, "I don't know what to think," she said after learning of the invasion on newspaper headlines coming to work.

Bernice Shaw, Warehouse 1, Sec. 3, "It's bad but necessary."

Frederick Miller, Post Engineers, "It sounds alright, but I had a boy in the African invasion and I've an idea how tough it's going to be on the parents and boys, too."

Minnie Favors, Chemical Warfare, "I'm glad and sorry at the same time, she said having learned of the invasion at work."

Oliver Barrow, Warehouse 5, Sec. 1, "I'll bet old Hitler has something to think about now."

Charles M. Wolfe, Post Engineering, "I'm glad the suspense is over."

William L. Wilder, Outside Policing, "It's going to mean all of us will have to work that much harder."

the war, and that the Columbus depot is one of the most important in the world.

The installation's 35 miles of railroad track and 42 warehouses and sheds, and its central location provided easy shipment of material

to either the west or the east. It also had a workforce already experienced in rapid and efficient handling of supplies.

Although tonnages and quantities of supplies had decreased considerably since V-J day, the amount of work to process supplies for shipment, to store supplies, to inventory quantities of material stored here as surplus or for future troop use, had not diminished.

Salvage operations kept Depot employees busy in late 1945. Vehicle components such as radiators and transfer cases were typical of thousands of mechanical items housed in the Ordnance Supply Sections. Shoe lasts for GI shoes were shipped to Columbus for inspection and storage. An estimated \$75 million worth of surplus property was stored at



Row after row of amphibious transport vehicles commonly called "ducks" were stored on the DSCC installation during and after World War II.



More women joined the installation workforce during World War II. These women are preparing water-proofed paper bags for the packing of Ordnance Supply Section parts in the spring of 1943.

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the Depot for the Reconstruction Finance Corporation.

Type C rations were emptied and removed. The cigarettes were sent to GIs in hospitals, sugar went to Army messes, biscuits were ground up for animal feed and candy was bagged and available for purchase in Depot cafeterias.

The total personnel working at the Depot was 14,227 (7,745 for Depot, 3,852 Engineer, 1,551 Quartermaster, 721 Ordnance, 199 Medical and 159 Chemical Warfare) as of June 30, 1945, but by November 1945, the figure was down to 9,765 (5,396 for Depot, 2,501 Engineer, 1,061 Quartermaster, 527 Ordnance, 146 Medical and 134 Chemical Warfare).

A transfer point for war dead

In May 1946, the Depot became known as the Columbus General Depot, a Class II installation under the jurisdiction of the Quartermaster General of the U. S. Army. The change was necessary because the Army Service Forces were turned over to the General Staff. Its stated mission at the time didn't change, however. It was the receipt storage and issue of Engineer, Ordnance and Quartermaster items. The Depot's tasks included national inventory control of Quartermaster repair, air, and heavy equipment items, as well as the purchase of Quartermaster General authorized items, and procurement inspection of items on a national basis. As of November, there were 3,927 persons working on the installation including 40 officers and eight enlisted men.

During that time, the

14 different names

The Defense Supply Center Columbus installation has had 14 different names since it first opened. They are:

- 1918-30 - Columbus Quartermaster Reserve Depot
- 1930-42 - Columbus General Depot
- 1942-43 - Columbus Quartermaster Depot
- 1943-46 - Columbus Army Service Forces Depot
- 1946-47 - Columbus General Depot
- 1947-48 - Columbus General Distribution Depot, U.S. Army
- 1948-56 - Columbus General Depot, U.S. Army
- 1956-60 - U.S. Army Engineering Maintenance Center
- 1960-61 - U.S. Army Engineering Maintenance Center and Military Construction Supply Agency
- 1961-62 - U.S. Army Engineering Maintenance Center
- 1962 - U.S. Army Mobility Support Center
- 1962-63 - Columbus Army Depot
- 1963-96 - Defense Construction Supply Center
- 1996 - Defense Supply Center Columbus

Depot operated three cafeterias and six snack bars with their income going to support civilian welfare activities. As for communications, the Daily Bulletin with official and unofficial news was circulated to all offices and warehouses, while The Supply Line was issued on alternate weeks as the Depot's newspaper. The Employee Newsletter was another publication.

At this same time, the Depot was chosen as a transfer point for war dead that were to begin arriving in December 1946. Families had their choice of having their loved ones buried in American cemeteries where they died, or having them shipped home for burial. Those coming home would be carried aboard funeral fleets of white ships marked from bow to stern with the purple band of mourning. At Columbus, Lt. Col. J.R. Ranck, Quartermaster Supply Officer, was in charge of all returned dead for the Ohio, Indiana, Michigan and Kentucky division. An estimated 1,540 dead Ohioans per month were estimated to come from the New York Port of Embarkation, and 770 from San Francisco. It was estimated that it would take up to five years to complete this mass movement.

Post World War II slowdown

On July 1, 1947, as a

result of a newly developed post-war distribution plan, the name was again changed - this time to the Columbus General Distribution Depot, U.S. Army.

At this time, the 576 acres was used primarily for consolidated storage and issue of supplies and equipment. At that time the Depot received, stored and issued materiel to a 19-state area consisting of the Military District of Washington, Second and Fifth Army Areas. This territory extended from the Atlantic Coast to the Rocky Mountains and from the Canadian border to the northern borders of New Mexico, Oklahoma, Arkansas, Tennessee and North Carolina.

The years following the end of WWII brought numerous changes in the Depot's composition. Four technical service supply sections were discontinued at the installation: Signal in October 1948; Transportation in March 1949; Medical in December 1949; and Chemical in June 1950.

As of March 1950, there were 3,138 persons working onsite including 60 officers and 53 enlisted men.

At that time, the Commanding Officer of the installation was once referred to as the "largest storekeeper in the world," since he had the responsibility of controlling and

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coordinating thousands of interrelated functions in “a single huge general depot.” The Depot had over 30 miles of railroad tracks, 19 miles of paved and gravel roads, and 174 buildings. To support those functions, the installation had three cafeterias, snack bars, a coffee shop, dry cleaner, medical dispensary, theater, a veterinary dispensary, officers’ club, officers’ mess and quarters. There were also gas stations, water stations, heating plants, fire stations, enlisted man’s barracks, 35 family quarters and guard houses.

Korean War and 1950s
During the Korean conflict, the Depot supported the efforts of the United Nations against a common enemy. Once more its employees shifted into high gear to fill one end of a 7,000-mile supply pipeline.

After the truce with North Korea, Depot cut-backs began, but the global nature of the Army’s commitments created a continued need for support.

In the middle 1950s, more than 3,000 people were at the installation known as the Columbus General Depot. At that time, the Quartermaster Supply Section received and stored general supplies such as cots, office machines, furniture, clothing, non-perishable food-stuffs and petroleum supplies shipping them to 180 military installations in a 14-state area. Other items included chaplain supplies, special purpose vehicles such as forklifts, protective clothing and repairs paste to all areas east of Montana and most overseas areas. The Section also operated an analytical laboratory, which tested non-perishable subsistence for acceptability.

Although it was peacetime by 1955, each month 35,000 trucks, 10,000 railroad cars and 100,000 postal service packages entered or left the installation. Columbus was still a hub of transportation. Port

Columbus airport and the U.S. Naval Air Station were located less than a mile from the installation, with Lockbourne Air Force Base

located seven miles southeast.
New agency takes over depot operations
On Jan. 1, 1963, the

installation was assigned to the Defense Supply Agency (now the Defense Logistics Agency) and combined with the Defense Construction

Supply Center, which was then located at 52 Starling St. in Columbus. All operational elements were com-

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bined on this site and became known as DCSC. The mix of civilian professionals with a military complement of officers from four armed services worked to ensure that the needs and concerns of the services remained the top priority. At this time, the Center was averaging 12,000 requisition lines a month.

On June 7-8, 1968, DCSC celebrated the installation's 50th anniversary. At that time, there was a total of 6,017 civil service personnel on the installation, including employees of 11 tenant organizations. At the time, DCSC was the fifth largest employer in the Columbus area.

In 1975, DSA was a multi-service logistics organization with the mission to provide the Armed Forces with the supplies and equipment they required to carry out their missions when and wherever they were needed. The center had 17 tenant activities

that employed 1,100 of the installations 5,000 personnel. Of the 1,100, 800 worked in the DSA Data Systems Automation Office, DSA Defense Industrial Security Clearance Office, and the Defense Property Disposal Region Office.

In 1976, the mission of DSA was to provide logistics support to the military services. DSA also provided similar assistance to various civil agencies of the federal government and to foreign governments when assigned to do so. Logistics support provided by DSA embraced three principal areas of activity: procurement and supply support; contract administration; and logistics services.

DCSC was a principal source of construction materials, construction equipment components, automotive parts, and many repair parts used by the military services and other federal agencies. At that time, DCSC managed 352,000 items from com-

mon commercial items such as lumber and plumbing accessories, to complex repair parts for mechanical, constructions and automotive equipment for military aircraft, surface ships, submarines, combat vehicles and missile systems.

Organizational changes, mergers

In October 1986, the Depot was operationally separated from DCSC and became the Defense Depot Columbus Ohio. And on March 15, 1992, through the Defense Management Review Decisions 902, the Depot was further assigned to the new Defense Distribution Region East and was renamed the Defense Distribution Depot Columbus Ohio.

As a result of the Base Realignment and Closure 1995 decision, the Depot began transitioning to a new role as a low demand, war reserve storage site. By 1997, DDCO completed

its BRAC '95 transition and began operating with a workforce of 55. That was down from the 805-person workforce of 1992.

In 1996, The Defense Electronics Supply Center in Dayton, Ohio, was closed according to Base Realignment and Closure Commission recommendations. The workload and workforce of DESC was merged with DCSC at the Columbus site to become the Defense Supply Center Columbus.

DESC's functions included procurement, management and supply of 683,000 electronic components in 27 Federal Supply Classes for the military services and other federal agencies. The items included resistors, capacitors, relays and microcircuits plus components for various communications systems. Thousands of DESC's items received special management attention under the Weapons Systems Support Program.

In 2000, DDCO personnel were awarded the opportunity to continue operating the depot after participation in an Office of Management and Budget A-76 public-private competition. However, more reductions trimmed the workforce to 19.

Today, throughout the world, DSCC is known to more than 24,000 military and civilian customers and 10,000 contractors as one of the largest suppliers of weapon systems spare parts. Its annual sales exceed \$3 billion.

DSCC's state-of-the-art supply chain system connects business processes from the supplier to the customer through the Land and Maritime supply and demand chains. Managing two of DLA's eight supply chains, DSCC buys and supplies over 2.3 million items within those supply chains with a partnering agreement with two other DLA defense supply centers.